

General Environmental Incident Summary

Incident: 2161 **Date/Time Notice:** 12/30/2013 **DEM Incident No:**

Responsible Party: BNSF Railroad

Date Incident: 12/30/2013 **Time Incident:** 1410 **Duration:**

County: Cass **Twp:** 140 **Rng:** 52 **Sec:** 34 **Qtr:** NE

Lat: 46.90052 **Long:** -97.22645 **Method:** Interpolation from map

Location Description: West of Casselton, ND

Submitted By: Bruce Mann

Affiliation:

Address: 2650 Lou Menk Drive

City: Fort Worth

State: TX

Zip:

Received By: Scott Stockdill

Contact Person:

2650 Lou Menk Drive
Fort Worth, TX 76131-2830

Distance Nearest Occupied Building: 0.25 Miles

Type of Incident: Train Derailment

Description of Released Contaminant: Crude Oil

Volume Spilled:

Ag Related: No

EPA Extremely Hazardous Substance: No

Reported to NRC: Unknown

Cause of Incident:

Eastbound train jumped the track causing a two train accident.

Risk Evaluation:

Fire and harmful smoke from fire.

of Fatalities: 0

of Injuries: 0

Affected Medium: 07 - Air, Water, and Soil

Potential Environmental Impacts:

Impact to air quality from fire, surface and ground water impacted by free crude oil and impacted soil from free crude oil.

Action Taken or Planned:

Immediate action is to extinguish fire and reopen tracks for use.

Wastes Disposal Location:

Agencies Involved: NDDDES, State Fire Marshal, State Highway Patrol, Local Fire Department, Local Law Enforcement, Local Emergency Manager

Updates

Date: 12/30/2013 **Status:** Reviewed - Follow-up Required

Author: Stockdill, Scott

Updated Volume:

Notes:

Spill has been followed up on by Fargo and Bismarck office staff.

Date: 1/7/2014 **Status:** Inspection

Author: Kangas, Jane

Updated Volume:

Notes:

January 7, 2014 (Jane) - 3:30 p.m.

Excavation of the gross contaminants on the site continues; more equipment was being ordered for January 8, 2014 to speed up the removal; progress was slow and steady but going well. An area of concern was fiber optic cables buried not too deep below the surface, and an AT&T representative was recently on site for advisement. The soybeans left in the grain cars that had not spilled were being augured out and removed by the grain company. It was planned that the soybeans that were spilled on the ground (but clean) would be hauled out on January 8 to the Fargo Landfill. The grain estimate for the landfill has risen to 2000+ cubic yards, and the Fargo Landfill did not anticipate any problems disposing of that amount. Pinnacle Engineering estimated that so far 2000 cubic yards of contaminated soil have been hauled out to the Sawyer Landfill. I checked with Kathleen Kangas at the Sawyer Landfill, and she stated they started receiving the first loads on January 7. Pinnacle rep stated that soil samples taken in the south adjacent field and sent in for analysis were not back from the lab yet. He also stated that they plan on being done with this phase of the work by the end of next week (January 17, 2014).

Date: 1/8/2014 **Status:** Inspection

Author: Hargiss, Mike

Updated Volume:

Notes:

Casselton Train Derailment Site Visit 1/8/2014 (Mike) - 2:55pm

Crude Oil Amounts

Recovered (pumped) 23,500 gallons

Burned (need analyticals)

Released (need analyticals)

18 tanker cars were involved in the accident, and 16 tanker cars lost all or some of their load.

Estimated 16 cars x 29,000 gallons = 464,000 gallons were involved in the train derailment, and 23,500 gallons were recovered.

Contaminated soil hauled to Sawyer

200 cu. yards soil 1/7/2014

600 cu. yards soil 1/8/2014

They can only take one run of loads in dump trucks that can only hold 20 tons of soil, and they are dealing with road restrictions concerning weight of trucks.

Excavating soil on Friday to Monday.

Grain hauled to Fargo Landfill

*Not a Total = 180 cu. yards of grain as of 1/8/2014. Not a final total.

Issues = frozen soil; the equipment is taking chunks instead of scraping, but they are bringing in bigger equipment that can scrape the soil tomorrow Thursday 1/9/2014.

Derailment Site Assessment:

There is an area of contamination in a ditch that is located on the west side of the derailment near the north side of the Red River tracks. The size of the contaminated area is 30 feet in width and 140 feet in length. This area of contamination will be removed.

There is an area that is east of the derailment that also has contamination due to the crude passing under a culvert. The culvert will also need to be cleaned out and the soil removed.

The north side of the tracks is still being excavated, and the contamination is about 2 feet in depth based on visual removal of gross contamination.

Date: 1/9/2014 **Status:** Inspection

Author: Kangas, Jane

Updated Volume:

Notes:

January 9, 2014 (Jane) - 3:00 pm

At the end of the day on January 9, Pinnacle Engineering representative reported they had hauled 1310 tons of contaminated soil to Sawyer and 915 tons of grain (soybeans) to the Fargo Landfill. He stated that, as of yesterday, the grain pile was almost gone, and they were considering no longer hauling to Sawyer due to the expense (shipping + tipping fees). He was wondering if they could stockpile the remaining soil on site until they could find a better disposal option; he was not sure of the timeframe (he thought 2-3 weeks). They were continuing to excavate the soil down to about 24" and were almost done as of yesterday. He didn't think they would be excavating much more than that during this phase.

Date: 1/10/2014 **Status:** Inspection

Author: Kangas, Jane

Updated Volume:

Notes:

January 10, 2014 (Jane) - 2:30 pm

I received a call today from a Pinnacle Engineering representative; he asked if land farming the remaining soil could be an option. After speaking with Dave Cameron and Scott Radig, it was decided that this was not an option, and Scott suggested they look into a portable thermal treatment system. I relayed that to Jeff, and he said they might possibly look into it. He also stated next week Monday they would start building runoff controls. Scott also approved temporary stockpiling. Dirt work and building temporary runoff controls on the site will not continue or start until Thursday (January 16, 2014). Only scrap metal will be hauled out over the weekend. The final grain number for the Fargo Landfill is 1148.61 tons, and the estimated quantity of soil hauled to Sawyer is approximately 1405 tons. Main Pinnacle engineering site manager will not be back to the site until January 16, 2014, and in the meantime, he stated he would get us more accurate numbers.

Date: 10/16/2014 **Status:** Inspection

Author: Hargiss, Mike

Updated Volume:

Notes:

Chris Roob and Mike Hargiss visited on October 16, 2014 to look for sheens and check up on the site. We walked the field and both sets of tracks where the derailment occurred. We observed no abnormal soil. There was still a bit of debris in the field as the photos will show. There was a ditch with some standing water, but no sheens were present. There was a lot of wildlife activity around the ditch, suggesting it was being used as a water source. Chris Roob noticed a very slight sheen in the culvert. It should also be noted that we suggest the boom be replaced around the culvert since it looked a little worn out (see photos).